

TELEGRAPHIC.

Winnipeg, April 7, '98.
A cabinet crisis is rumored in Madrid.
Conductor Solder, the evangelist, is dead.
Andree, the balloonist, has been heard from.
Parliament has adjourned for the Easter holidays.
European powers are conferring on the Cuban crisis.
Cardinal Taschereau's death is expected at any moment.
Forty-five election petitions have been filed at Toronto.
A British ship reports having been chased and fired at by Spaniards.
Japan will protest against Russia and Germany's action in China.
The nomination in West Prince Edward Island took place yesterday.
European powers have intervened between United States and Spain.
The Kettle River railway bill passed its second reading in the Commons.
President McKinley's message will be sent to Congress on Wednesday.
There will be no present advance in price of sugar owing to increased duty.
A late despatch from Washington says Spain must surrender Cuba or fight.
Toronto central prison was damaged to the extent of \$7,500 by a fire in the chapel.
Natal has offered to supply grain 12,000 tons of coal annually to the British navy.
The steamer Wilhelmessa Gross crossed the Atlantic in five days and twenty hours.
The only tariff change announced by Mr. Telling is an increase in the sugar duties.
Two Irish members were expelled from the British Commons for disorderly conduct.
A United States cabinet official declares that the government will consent to mediation.
President McKinley's message to Congress will recommend armed intervention in Cuba.
It is reported that Pope Leo has offered to mediate between Spain and United States.
The Grand Trunk are considering the removal of their offices from Montreal to Toronto.
The loss of life through the floods at Shawneetown is estimated now at one hundred.
Hon. A. J. Balfour announced Great Britain's new acquisitions in China in the House of Commons.
Hon. D. H. McMillan delivered his budget speech in the Manitoba legislature yesterday. He announced a reduction in ministers salaries and sessional allowances.

LOCAL.

Good Friday to-morrow.
Last night's train arrived four hours late.
The matinee performance of the fairy play, "Cinderella," takes place in the Robertson opera house next Monday afternoon.
W. KILLER and J. Gibbs, late of the Gendron and Stearns bicycle factories, Toronto, have opened a repair shop and bicycle agency in the curling rink building.
W. P. TAYLOR, who is engaged by the town to explore and locate a route for an overland pack trail from Peace river crossing to the Pelley river, left the crossing on the 17th of March with Harry Carbutt and an Indian guide. He intended taking as direct a northwesterly course as possible.
We are in receipt of a letter from J. B. Wright, representing a party of six prospectors en route to the gold fields, in which the writer speaks in the highest terms of praise of Mr. Potter's mining school and claims to have received the greatest benefit therefrom.
NINETEEN Klondikers arrived on last night's train and are now scattered around the town. Fully as many, if not more, arrived on Monday's train, and every available room, shack and bed in town is occupied and lodging accommodation at a premium. The stay in town is only long enough, however, to allow the different parties to complete their outfit before heading out for the Landing, which almost all are endeavoring to reach before the roads break up and sleighing ceases.
The following proposition for the erection of a woolen mill here, is before the council and board of trade for consideration: Wm. Kingdon, of the Sandridge Woolen Mills, Kingston, offers to erect a woolen mill in the town, 40x90, with a capacity of 300 pounds raw material a day, and will keep 10 hands steadily employed, provided the town will loan \$6,000.00 on the building and plant, loan to be repayable \$2,000.00 in five years, \$2,000.00 in eight years and \$2,000.00 in ten years, without interest, and also provided that \$5,000.00 worth of shares would be subscribed here. The loan to be secured by a mortgage to the town.
CAPT. Willis, who left here the last of February in charge of the Yukon Valley Mining & Prospecting Co's expedition, bound for the gold fields overland, returned from Peace river crossing last night and left on this morning's train for Chicago. The remainder of the party are at the crossing building boats and waiting for the ice to break up, when they will go down the Peace and take the Athabasca-Mackenzie route to the Liard, which stream they will track up. Capt. Willis made the trip from Lesser Slave lake to town in six days, traveling by the ice on the Athabasca and via the Landing. The expedition had a very successful trip until they struck the uncut portion of the Slave lake trail, where they lost over a week in a vain endeavor to get through. They cut a trail on the summer trail and were then compelled to retrace their steps and cut the remaining 7 miles to Swan river. Capt. Willis states that fully two-thirds of the parties who have started out on the overland trail have changed their plans and will continue by water, going down the Peace from the crossing. The Sloane, Montana and two Dakota parties intend continuing overland to the Nelson. Messrs. Campbell and Willard, two of the members of the Willis party, are also returning, and will be in a few days. They are after more supplies, as the expedition took only a year's outfit with them and will now require two years. A telegram was sent to the company to see if they would agree to the change of plans and put up the extra year's outfit. On receipt of a reply one of the two will return immediately to take the word to the expedition. Capt. Willis probably will not return to lead the expedition, but may come with a smaller party and go down the Athabasca from the Landing.

To-morrow and Monday being legal holidays, the banks will be closed. The post office also closes to-morrow until 5.30, but remains open on Monday.

MR. RICHARDSON, M. P. for Leger, is re-introducing his bill to compel Dominion civil servants to pay their debts by making their salaries liable to garnishee. The bill met with hearty and almost unanimous support.

FOURTEEN immigration delegates from Kansas arrived on Monday's train to investigate Alberta's resources. Four remained off at Wetaskiwin and the others are at the south side waiting for the snow to go in order to be able to overlook the country.

To-morrow, being Good Friday, there will be service at All Saint's church. In the morning at 11 and in the evening at 7. On Easter Sunday there will be a celebration of Holy Communion at 8.30 a. m. and after the 11 o'clock service a children's service at 2.30 and usual evening service at 7.

A. J. WHITE, of the Battle Creek, Mich., party of six, writes back from Lesser Slave lake to Messrs. Gardiner & Harrison, as follows: "We arrived here safe and sound on the 19th, 20 days from Edmonton; did not lose a horse. The great trouble with two-thirds of the outfit leaving Edmonton is that they bring no food for their horses, and some suffer greatly on that account."

A. G. RANDALL has resigned his position as town clerk, the resignation to take effect on the 1st of May. Mr. Randall has occupied the position of clerk for the last six years and a motion of regret at his resignation was unanimously passed at the last council meeting. Applications are being called by the town for a clerk to succeed Mr. Randall, who takes a position as accountant for Larue & Picard.

THE Globe's Ottawa special says: It is understood no decision has been arrived at by the government as to their action in view of the defeat of the Yukon bill. Mackenzie & Men are here in consultation with the government. Mackenzie said there was no truth in the statement that the railway would be built by them without public aid. The undertaking was too risky. The permanence of the Yukon rush was too problematical to warrant the expenditure.

With the opening of spring, emigration to Alberta has commenced in earnest. The following prospective settlers in search of homes arrived on last train: John Langvinner, Stephen Tuttle, John Prevost, wife and six children, Fred Lefevre, wife and four children, all of Bay City, Mich.; Robt. McDowell, wife and five children, Chas. Hunt, wife and three children, of Chatham, Ont.; Michael Romanic, wife and four children, Peter Urank, wife and eight children, P. Ellmak, wife and two children, Michael Ellmak, wife and four children, Mitrean Winowsky, wife and four children, and Michael Nomerick, wife and five children, all of Greta, Manitoba; Samuel Braden and Jesse Barrett with car of effects, from Chipewyan Falls, Wis.; Nelson Radcliffe, wife and two children, D. M. Gailles, wife and two children, from Oregon; James Ball, wife and six children, Benjamin Ball, wife and three children; one car settlers' effects from Flint, Mich. The above settlers represent in all 89 souls.

COUNCIL MEETING.

The regular meeting of the town council was held on Tuesday evening last, all present except Councillors Ross and Jackson.

COMMUNICATIONS.

The following communications were read: Mrs. P. Heiminnick, re taxes; Neil Patterson, offer for position of scavenger; F. Cook, re pamphlet advertising Klondike-Peace river gold fields; J. T. Blowey, re lots purchased at tax sale; R. D. Richardson, re stationery; A. McNicol, re re-appointment as auditor; A. G. Randall, (2) resignation as clerk, and re properties omitted from assessment roll; R. Hockley, re refund of taxes to members of five brigade; P. Heiminnick, re rebate of taxes; Rollin Steward, re flour mill; Acton Burrows, re C. P. R. Courier; A. Turner, re erecting elevator; Clarke, Bower & Twabey, re sale of debentures; G. A. Stimson, re debentures; Gutta Percha Co., re hose.

A large number of the communications were filed. Mr. Cook was informed that the town was not at present in a position to expend any further sum for advertising. A refund of \$2 was made to all firemen in good standing. A. McNicol was re-appointed auditor.

The resignation of A. G. Randall, who has acted as town clerk for the past six years, was accepted and the following motion of regret passed on motion of Councillors McLeod & Picard: That the mayor and council hereby express their regret at losing the services of the town clerk, A. G. Randall, and hope he may give his new employers as much satisfaction as he has the town; and that he be voted the sum of \$50 as a token of their esteem for services rendered in the past.

A number of parcels of land, which had been accidentally omitted, were added to the assessment roll.

The taxation of the Burd estate will remain as per agreement subject to 10 per cent discount if paid before 5th May.

A Turner was informed, in answer to his offer to build a grain elevator in the town it allowed exemption from taxation for 15 years, that if an elevator with a capacity of 50,000 bushels be built and completed by the 1st of October next, within the limits of the town, the council will recommend and submit a by-law to the ratepayers recommending exemption from taxation for ten years.

The sum of \$67.74 was paid to J. T. Blowey as refund for land purchased at illegal tax sale.

Communication of N. Patterson re scavenger was referred to the health and relief committee.

Report of finance, health and relief committee, medical health officer, and auditor were received.

The town hall and market committee reported that everything being satisfactory they had arranged to have a survey made of the extension of 1st street River Lot 12.

A number of accounts were passed and the meeting adjourned.

NEW ADVERTISEMENTS.

The regular monthly meeting of the Hospital Aid Society will be held on Tuesday next at 3 p. m. at the Council Chamber. Full attendance requested.

TENDERS INVITED.

For the rafting of logs to Fraser's mill. Apply to 4617 D. R. FRASER.

LOST.

On Tuesday forenoon, April 5, 1898, on the way from South Edmonton to Edmonton, a black rain coat or mackintosh. Finder will please communicate with the undersigned.

REV. CLEMENT HOYER, South Edmonton.

LOST.

Loaded black gelding, about 900 weight, rat tail, shod on front feet, little white on hind feet, age six years, no brand, H. & R. stock saddle, two cinches having ring buckle, and a new brown pad or umble under saddle, edges scuffed all around, leather at each corner. Finder will kindly communicate with Haindender office, South Edmonton.

FOR SALE OR TO RENT.

An improved farm about five miles from Edmonton, in a good settlement. For further particulars apply to 4615 ALEX. MCLEOD, Edmonton.

NOTICE

Applications for the position of Town Clerk will be received by the undersigned until Tuesday, the 19th inst. Salary at the rate of \$400.00 per annum. A. G. RANDALL, Town Clerk.

DON'T BUY YOUR SUPPLIES BEFORE SEEING *

R. G. HARDISTY

LaBaque Jacques Cartier Block.

Will supply you with Posts or Pack Saddles, Harness, etc. Ship freight and give information from personal experience.

HOT X BUNS

—AT THE—

Old Scotch Bakery

TO-MORROW.

AUCTION SALE

—OF—

Bankrupt Stock!

Scotch and Canadian Tweeds at Halliday's Auction Mart, south side, on Saturday afternoon, at 2 p. m.; also in the evening.

There will also be a sale at Fort Saskatchewan of the same class of goods on Saturday, 10th, commencing at 10 a. m.

W. HALLIDAY, Auctioneer.

TOWN LOTS

—AT—

Athabasca

Landing *

Hudson's Bay Company's

Town Site

..NOW ON THE MARKET..

Applications will be received at

P. HEIMINICK & CO'S

REAL ESTATE EXCHANGE

Agents for the Town Site, Edmonton, Alta.

(Heiminnick Block, opposite Post Office.)

EASTER SUITS!

Don't go with "any old thing" for a Suit; the boys will laugh, the dogs will bark, and the girls will despise you.

Come and get an up to date Suit made on the most improved plan, in the very latest style, at prices from \$7.50 up to \$15.00.

We can save you from \$5 to \$8 on every Suit, and give you goods equal in fit and finish to tailor made garments.

Besides the Suit we can sell you an up to date Hat, and everything else that goes to make a well-dressed man.

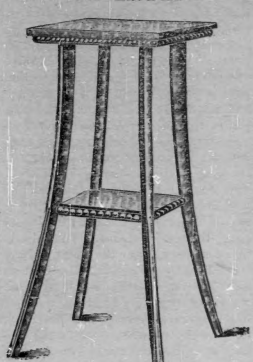
Call and see us.

W. T. Henry & Co.,

THE UP-TO-DATE CLOTHIERS.

CENTER TABLES

We have just opened out a splendid line of Centre Tables. Here is one.



SOLID OAK.

Height, 2ft. 6in. Top, 13in x 13in. Polish Finish \$1.50.

We have Tables from 50c. to \$18.00.

J. T. BLOWEY.

Home Work FOR FAMILIES.

We want a number of families to do work for us at home, whole or spare time. The work we send our workers is quickly and easily done, and returned by parcel post as finished. Good money made at home. For particulars ready to commence send name and address. THOS. BELLAMY, Dept. B, London, Ont. 45 oct 11

FOR SALE.

Four small Dwelling Houses in Edmonton.

Prices from \$400 to \$1,000.

100 acres, half prairie, near Hay and Wood land, three and a half miles north of Main street. Price \$4 per acre.

3,833 acres Scottish, Ontario and Manitoba Land Company's property, carefully selected and conveniently situated in Clover Bar, Horse Hills and Fort Saskatchewan districts. Price \$5 per acre in 10 annual installments at 6 per cent interest.

Isaac Cowie,

Real Estate Agent.

Enlightening the World

Real Estate Agent.

Enlightening the World

Real Estate Agent.

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Enlightening the World

Real Estate Agent.

GROCERIES

—AND—

PROVISIONS

I am now in a position to supply full outfit of Groceries and Provisions to intending prospectors or others, and having a large freightage outfit always on the road, can deliver goods to Athabasca Landing or any other outlying point.

O. H. BUSH.

The Adams

Truss Wagon

The Adams Wagon is specially constructed for the Northwest trade, and is the Best Wagon in the market to-day.

Made of the best material.

Well ironed and well finished.

Light running and durable.

Intending purchasers are requested to carefully examine its many superior points.

Car Buggies and Yukon Carts to arrive in a few days

THOS. BELLAMY.

Dealer in all kinds of Agricultural Implements.

MISCELLANEOUS.

WANTED.

Farm to work on shares by practical farmer. Everything furnished. Apply at 4346 BULLETIN OFFICE.

FOR SALE.

Small Farm of six acres, broken, etc., fenced, etc. (On Minto Rd., near Edmonton). Price \$50, or will trade for land or a cow and yearling.

4348 LAMBTON P. O., For Saskatchewan.

ESTRAY.

Strayed from the pasture field of the undersigned one dark iron grey horse, three years old, branded on right shoulder. Finder will be suitably rewarded.

18th WM. HUMBERSTONE, Edmonton.

FOR SALE.

Next Macdonald's drug store, west side, 30 feet front. Apply to

4250 JNO. F. FORBES, Postoffice Block.

Also several good improved Farms.

BOARD WANTED.

Two gentlemen desire board and lodging in a private house. Leave word at Bulletin office. 4546

WANTED.

Partner wanted to join a party of three going north by water route. Complete outfit for two years. Reply at once to box 181, P. O. Edmonton.

TEACHERS WANTED

For Glory Hills public school, holding a second or third-class certificate. Duties to commence about May 1st. Six months term. References required. Apply stating salary expected, to

4550 GEO. SUTHERLAND, Spruce Grove.

BOATS.

Naval Architect, six years Chief Builder in H. M. Royal Dockyard, Bombay, will supply designs for boats to full stated conditions of draught, carrying capacity, etc., at reasonable terms. Address

4550 A. A. ASH, Lacombe.

ESTRAY.

Came to the premises of the undersigned at Black Mt about March 10th, one buckskin pony, about 14 hands high, black mane and tail, branded indistinctly on left thigh, about 8 years old. Owner is requested to prove property, pay expenses and take animal away.

4546 BEN MUNROE.

Notice to Mariners

Commander Tilling, R. N. will be in Prince Albert on April 11th, for the purpose of examining candidates for Master and Mate certificates. Persons residing in Edmonton and vicinity will have to appear at the above named place. 4548

Horses for Sale!

The undersigned will arrive on Monday, April 4th, with a car of first-class Work and Heavy Draft Horses for sale.

4543 JOHN OWENS.

The Marks, Clavet, Dobie Co.

(LIMITED.)

MAIN STREET, EDMONTON, ALTA.

Subscribed Capital, \$75,000. Paid up Capital, \$33,000.

Hardware, Groceries, Provisions

—AND—

MINING SUPPLIES.

No howling. We are not THE GREATEST and ONLY SHOW on earth, by any means, but we beg to assure THE PURCHASING PUBLIC that when it comes to doing GOOD SOLID BUSINESS

We are among those that head the procession. We do not expect the whole country's patronage, but would like a large share of it. The quality of our goods will suit, and in prices, we are in a position to duplicate, and in a good many instances better any in competition. We buy and sell for Cash, exclusively. That's the secret of it.

ARMOUR'S MEATS. REDPATH'S SUGARS, CHOICE TEAS AND COFFEES.

Inspection wanted.

THE MARKS, CLAVET, DOBIE CO. LTD.

Next Blowey's Furniture Store.

Main Street, EDMONTON, ALTA.

HEADQUARTERS FOR

Medical

Supplies

—FOR THE—

Gold Fields.

Citric Acid, Eye Shades,

Eye Protectors,

Goggles—velvet bound,

CURE FOR SNOOBLINDNESS in tablet form,

...Saccharine Tablets...

Five years' experience in the medical supply Dept. North-West Mounted Police.

Purity guaranteed. Prices right.

G. H. Graydon,

EDMONTON, ALBERTA.

STAYED

RAILWAY RATES.

Speech by Frank Oliver, M. P., on
the Ontario & Rainy River railway
bill, House of Commons, March 28th.
From Hansard:

Mr. Oliver. With reference to the
remark of the hon. member for Pro-
vancher (Mr. LaRiviere), that mem-
bers who from session to session
trouble the House in regard to rail-
road questions, are actuated by a
desire to ride free upon the railroads,
I would like to say, as one of the
members who have troubled the House
from time to time on this question,
and who proposes, as long as he is a
member, to continue to do so, when
the occasion arises, that it does not
appear to me that those who are
antagonizing the railroads, are so
likely to secure personal advantage,
as those who are supporting railroads
on this question. It would seem to
me that members of this House who
stand up from time to time and sup-
port the interests of the railroad com-
panies against the interests of their
constituents, are rather more likely to
be bidding for free transportation
than members who are opposing those
companies in the interests of their
constituents. In regard to the line
in question, I desire to take issue
with the hon. gentleman when he says,
that it is only a local line; that an
exception should not be made in
regard to it; and that this kind of
regulation should not be applied to it
inasmuch as it is only a local line, but
should be applied when we come to
deal with the question in a general
way. I would say that in my humble
estimation this is not merely a local
line; the construction of this line and
its regulation after construction, is
not only a local question. If this
road is built without the proposed
restriction, it will be too late when
we come to deal with the matter in a
general way, to provide those restric-
tions in regard to this road which are
absolutely necessary to the welfare and
prosperity, not only of the consti-
tuency which the hon. gentleman re-
presents, but also of the other con-
stituencies extending to the Rocky
Mountains. It is too late to lock the
stable after the steed is stolen.
This is the last chance that the North-
west Territories and Manitoba have
of securing relief from railroad mono-
poly—that is to say the last chance
in sight. It is the last chance, it
appears to me, that the manufactur-
ing and commercial interests of Eastern
Canada will have to put themselves
in a position to compete advanta-
geously for the Manitoba and the
Northwest market, with the manu-
facturing and commercial interests of
the eastern, central and western
States, which at the present time are
crowding the manufacturing and com-
mercial interests of Eastern Canada,
to a certain extent, out of their legiti-
mate market in the west, and are
thereby hampering and strangling
those interests in Eastern Canada.
It is within the duty of any member
of this house, when he sees and
knows, and can prove, that the in-
terests of both Western and Eastern
Canada are being injured by the
condition of affairs at present existing,
to state the position of affairs and
to suggest a remedy. This remedy is
the proper public control of this road,
about to be built between Lake
Superior and the Red River by the
public money of this Dominion and of
the several provinces. I believe that
what the people pay for they should
control; that if the people pay for a
road they should have the benefit
of that road. The people are not
receiving a fair proportion of benefit
from the railroads of this country, for
the construction of which they have
paid their good money, and are paying
it every day. I am perfectly willing
to agree that there are local interests
connected with this road. There are
mines that require to be developed;
that will be developed provided this
road is built, and provided it is pro-
perly controlled. But I absolutely
deny the proposition that the mere
construction of a road in any part of
this Dominion necessarily means the
development of either the mineral or
agricultural interests of the country
affected. We in the Northwest Ter-
ritories have altogether too much
reason to know that this is not a fact,
to waste time in arguing it for a
moment. Even if the province of
Ontario had only a direct local in-
terest in the building of a certain sec-
tion of this road for the purpose of de-
veloping its mining interests in the
Rainy River districts, it would still
be deeply interested in having this
road properly controlled in respect to
its rates and management. The Do-
minion of Canada, of which the pro-
vince of Ontario forms such an im-
portant part, is willing to contribute
largely for the sake of the benefit
that it is expected will flow from its
construction to all ends of the Do-
minion. The province of Manitoba is
also willing to sanction a bonus
towards the construction of this road
for the sake of the benefits that it is

supposed will accrue to the province
of Manitoba. When we find the Do-
minion and two of its great provinces
entering into a combination to furnish
funds for the construction of certain
portions of this road, that is all this
House and the country require to
show that it is more than a matter of
local interest, and should be dealt
with on broader lines than if it were
a matter simply of local interest.

I am strongly in favor of the sug-
gestion of the hon. member for East
York (Mr. Maclean) that there shall
be given running powers over this
road to other railway companies, and
that this government shall have the
right to control the rates of this road.
But I wish to point out to the House
that the mere assertion of a right to
control does not necessarily mean
effective control. When you say the
government of Canada shall have the
right to control the rates on this road,
and shall have the right to control the
granting of running powers to other
companies over the road, your asser-
tion of control does not mean anything
unless terms can be secured in respect
to the rates and running powers
which will be beneficial to the people.
In all matters of control in regard to
the running of railways comes in the
broad question of the right of capital
to earn a return on its investment;
and I say when you are dealing with
a railway and assume to control the
rates over that road, it is not within
the right, if it is within the power, of
this parliament, to control those rates
irrespective of proper and reasonable
earnings on the capital for which this
road has been pledged. Unless you
provide something more than the
mere assertion of the right of control,
which I suppose in this day and
generation no one will question, you
are practically not one step nearer
securing for Eastern and Western
Canada those reduced freight rates
which are necessary for their increas-
ed prosperity, than you were before
this provision was inserted in the
charter. Under any legislation, then,
in regard to railways which does not
provide in some way against over-
capitalization, or provide in some way
that there shall be a clear under-
standing from the very beginning of
the granting of the charter that the
country shall not be compelled to pay
interest on more than a certain
amount of money, you are still com-
pelled to allow the road to earn
dividends on the capital invested in it.
I do not think that the people of the
country are aware of the load of debt
which they are carrying in regard to
the railways of the Dominion; for let
it be remembered the people of the
Dominion are paying interest, from
year to year, on the capital invested
in the railways. We do not wish to
be understood for an instant as de-
siring in any way to avoid giving a
profitable return on any capital that
is legitimately and properly invested
in the interests of this Dominion.
We want capital for the development
of Canada. Then, we must treat that
capital honestly; we must be willing
that the capital shall earn its proper
dividend. So I say, when you simply
put a provision in a railway charter
stating that the government shall
have the right to regulate rates, you
do not thereby get away from the
necessity of allowing the railway to
charge such rates as will give a proper
return on the capital invested in it,
unless you have an understanding at
the very beginning of the granting of
the charter.

In proof of what I say, let me read
a few figures. I have been looking
into the returns of the railway de-
partment for the last year. I find in
these returns that the Canadian
Pacific railway is credited with 3,436
miles of road; that the paid-up shares
of that company are \$63,000,000;
that the preferential shares are \$8,370,-
666; that bonds have been issued to
the amount of \$102,827,717; that the
Dominion government have grant-
ed aid to the amount of \$25,080,000;
that the province of Manitoba has
granted aid to the amount of \$277,377;
that the province of British Columbia
has granted aid to the amount of
\$37,500; that municipalities have
granted aid to the amount of \$497,-
500. that the total amount of money
so invested in the Canadian Pacific
railway upon which the people of
Canada have to pay interest directly
or indirectly, is \$202,110,760. I find
that the total cost of the railway,
3,436 miles, as stated in the return,
was \$162,544,853, and that therefore
the country is paying interest on
\$39,565,910, which is not represented
in the construction of the road. As
a matter of fact, Canada is not only
bearing the interest on the total cost
of the Canadian Pacific railway, but
is paying interest on about \$40,000,-
000 more than the railway cost. More
than that. I do not find it in the
railway returns, but hon. gentlemen
will bear me out when I say that over
and above the cost as laid down must
be considered the cost of the sections
between Winnipeg and Thunder Bay
and the first section of the road in
British Columbia, both of which were
constructed at the cost of the Do-
minion and handed over to the Cana-
dian Pacific railway, as part of the
company's grant. The cost of those
sections amounted to about \$40,000,-
000. So that instead of paying interest
on \$40,000,000 more than the
Canadian Pacific railway cost, we are
paying interest on \$80,000,000; and
then we wonder that the rates on the
Canadian Pacific railway are high,

and we still hope to control those rates
by merely inserting a clause in a new
act providing that we shall have con-
trol of them! I hold that no clause
inserted in the railway act now or at
any future time has any right to con-
trol the earning power of that \$80,-
000,000 any more than of the rest of
the capital invested in the road.
Admitting that we have the right
of control, we are still \$80,000,000
away from getting where we ought
to be in the matter of rates over the
Canadian Pacific railway.

But there are others. The Calgary
& Edmonton road is 295 miles long.
I find from the railway returns that
bonds have been issued in regard to
that railway to the amount of \$5,458,-
940 bearing six per cent. interest; the
share capital of that company paid up
is \$1,000,000; the subsidy granted
annually by this parliament to that
road is \$80,000, which if capitalized
will amount to \$1,000,000. In other
words, the Calgary & Edmonton rail-
way stands to this country as \$7,458,-
940, and the cost of the railway as
set forth in that return is \$3,717,882.
Therefore in the case of this railway
295 miles in length, this country is
paying interest on \$3,741,062 more
than that railroad cost. That is to
say, for every dollar that that railway
cost this country is paying interest on
two dollars. Do we reach the end
we desire by merely inserting a clause
in the general railway act providing
for the control of rates over the Cal-
gary & Edmonton road? So long as
we have to pay interest on two dollars
for every dollar that railway cost, so
long we cannot get these rates down
to the basis they should be on, in
order to give to the people of the
Dominion a fair return for the money
they have invested in that road.

But there are others. The Qu'-
Appelle, Long Lake & Saskatchewan
railway is something like 250 miles in
length. The share capital paid up of
that railway company is \$201,000;
the bonds issued are \$3,809,140 and
that railway receives \$80,000 a year
subsidy which capitalized will reach,
roughly, \$1,000,000; so that that rail-
way stands to this country as \$5,010,-
140. I find that the cost of the road
is \$2,539,600; or in other words, we
are paying interest in regard to that
railway on \$2,470,540 for which we
have received no value. Again we
are paying on that road, as on the
Calgary & Edmonton road, interest
on two dollars for every dollar invest-
ed. And there are still others; but
I will not trouble the House to refer
to them.

The point I make is this: That
the question of railway rates in this
country is tied up with the question
of the bonding of the railroad, of the

(Continued on third page.)

..ROSS BROS..

The General Outfitters

FOR

The Route That's Never Blockaded

Hundreds of Miners have gone by Edmonton
and hundreds more will follow, and we can
Outfit them all. We can supply you with

Clothes to Wear, Food to Eat, and Tools to Mine With

Our prices, approximately, for a year's outfit
for one man would be:

Clothing \$75 00 to \$150 00,

Provisions \$85 00 to \$125 00,

Hardware \$40 00 \$75 00

We have been established in Edmonton for
the past 15 years, during which time we have
supplied the outfitting for the Northern Trade,
and our concern is not one born of the Yukon rush.

Write for detailed price lists of supplies and information regarding the
route, which we will send you free of charge.

ROSS BROS., - Edmonton, Alberta,

OUTFITTERS FOR THE GOLD FIELDS OF THE NORTH.

(Established 1883)

Komfortable Kostumes

—FOR THE—

..Klondyke..

New Goods coming in by every train, such as

Mackinaws—	Slickers,	Miners' Boots
Jackets,	Blankets,	Rubber Boots
Pants,	Duck,	Moccasins,
Shirts,	Duffel,	Mitts, Etc.

Evaporated Potatoes and choice Evaporated Vege-
tables. Large stock of Groceries and Provisions
put up specially for Miners and Prospectors.

Branch store at Lesser Slave lake with good general
stock, also Fresh Meats, and Hay and Grain for
horses. Ask for our Pocket Guide of useful
information.

LARUE & PICARD,

J. H Morris & Co.

EDMONTON'S PROFITABLE SHOPPING CENTRE.

Do we get your Grocery trade? If not, try us with your
next order, and you will be convinced that we handle the
Best Goods and sell the Cheapest of any house in the trade.

Stock Fresh, New and Complete

NEW ARRIVALS:

Graham's Pepsin Cheese, McLaren's Imperial Cheese,
Durban's Shrimps and Tomato Sauce, Heinz's Evapor-
ated Horse Radish, bulk 300a 30c lb, Cooking Figs
10c lb.

We have our own Delivery on now. Goods delivered
daily from 9 a. m. to 6.30 p. m.; Saturdays till 9 p. m.

Telephone 26, Jack.

Fire Arms for the Klondyke



Winchester and Marlin Rifles in every calibre made. Lee Metford
and Savage .303 Rifles. Combined Rifle and Shot Guns.
Colt's Frontier Revolver with 7 1/2 inch barrel, using 44 Rifle or Shot
Cartridges.

Greener, Scott, Clabrough and other good English Shot Guns. Am-
munition of all kinds. Catalogue on application. Mail or wire
orders promptly attended to

22 CHARLES E. TISDALL, Vancouver, B. C.

Time Flies

And I have all the latest
styles of Clocks and
Watches to mark
its flight.



My Stock of Watches, Clocks, Jewelry and Silverware for 1898 is
most complete. Microscopes and compasses in great variety, also
interchangeable spectacles, guaranteed to suit all eyes.

E. RAYMER.

Skilful repairing of all kinds a specialty.

Ram Lal's Pure Indian Tea

Only six weeks from the gardens of India to our breakfast tables.

NOTICE

Application will be made at the present session of
Parliament of Canada for an Act to incorporate
a company to produce and supply electricity for
light, heat, power and other purposes, also to con-
struct and operate telephone and telegraph lines
and electric tramways or railways and other electric
works in Dawson City, Yukon district, and within a
radius of fifty miles in any and every direction
therefrom in Canada and to and along Bonanza
district and adjoining mines and elsewhere in said
district and in northern British Columbia, and other
all other necessary and proper powers to carry out
the company's objects, and for other purposes.
Dated this 22nd day of February, 1898.

A. FERGUSON,
Solicitor for applicants.

..FRESH..

BULK OYSTERS

Every Monday and Friday at

Clarke's
Restaurant.

GOLD MACHINES

To get best results, get your Washing
Appliances made by the direction of a
practical miner.

Machines on view at the Skating Rink
buildings. Very neat and light to pack in
knock down shape.

A. E. POTTER.

South Omaha, Neb., March 1, 1898.

To whom it may concern:
Speaking of A. E. Potter, of Edmonton,
as a practical miner, I have only to speak
of personal experience. The washing ap-
paratus which he designed and manu-
factured for me last season, 1897, gave entire
satisfaction. It was capable of most thor-
oughly washing, separating and saving the
gold and black sand of 4 cubic yard gravel
per minute. It was a most perfect sepa-
rator, separating stones from pay dirt first,
then the gold, and lastly the black sand.

THOMAS KELLY, M. D.

TWO RENT.

Mrs. Vercy's farm on Gros's Flat. Ten acres of
land with house and stable. Rental \$80 per year.
Apply to Mrs. John McChesney, Leduc. Aps

RAILWAY RATES.

(Continued from Second Page.)

power to raise money upon the railroads; and that we must go to the root of the evil and cut off the right to bond these roads for more money than is actually used in constructing them. Until we do that our legislation is only a matter of form; there is no substance to it. And in regard to this Rainy River road it is of the last degree of importance to both Eastern and Western Canada that we shall have the very lowest rates in order that we of the west may get our grain and products to the east at the lowest cost, and in order that those in the east shall be able to compete in the markets of the west with their rivals across the line; who are getting the benefit of the very lowest railway rates and to whom these lowest rates are given by virtue of the existence of this very Canadian Pacific, for which the people of Canada are paying interest on \$80,000,000 more than it cost. In order to get that benefit of rates which will enable this eastern country to compete against such unfavorable influences, it is necessary that it should be provided in this charter we are discussing now, that we should not be compelled to pay interest on one dollar more than the road actually cost. In support of my contention, I shall take the liberty of reading the amendment which I propose to move in committee. It is as follows:—

"During the construction of the said railway, the company hereby incorporated shall from time to time deposit with the Minister of Railways as each mile is completed ready for traffic, a statement of the actual cost of the said mile of road, giving such particulars as to the several items of cost as shall be required from time to time by the Governor-in-Council.

"The railway company shall from time to time as required by Order-in-Council deposit with the Minister of Railways a statement of the earnings of the railway and the expense of carrying it on, including repairs and improvements, for each year or part of year, during which the railway is operated, in such form, and giving such particulars as may be required from time to time by the Governor-in-Council.

"The Governor-in-Council may, from time to time, fix rates, terms and conditions for the carriage of freight and passengers over the railway of the company, or for the passage of cars or trains other than those of the company over the said railway.

"Provided that when the earnings of the railway over and above operating expenses, and cost of repairs and improvements, which improvements must be sanctioned by the Minister of Railways, amounts to over six per cent. on the actual cost of construction, less any aid granted by Canada, or by any province or municipality, the Governor-in-Council may make such reductions in the rates for the carriage of passengers or freight, or for the passage of cars or trains, other than those of the company over its tracks, as may be necessary to bring the net earnings within six per cent. on the above mentioned net cost.

"Provided always that the rates specified in the schedule to this act shall govern until a reduction becomes necessary as above herein provided."

YUKON REGULATIONS.

OTTAWA, March 29, '98.

The delegates who recently arrived from Dawson to represent the views of the Yukon miners in regard to the mining regulations, have placed their views in the shape of a small volume, which for amount of information contained, accuracy of detail, and clearness of statement cannot be excelled. A feature of the book is that the authority upon which every statement is made is given either in the reading matter itself or in a reference list at the end. As a matter of fact statement regarding the gold fields of the Yukon, and the conditions and possibilities of mining, it is immeasurably superior to Ogilvie's official guide. The delegates, Messrs. M. Landreville, A. E. Wells and Edward J. Livernash, were selected by a committee representing the miners and residents of the Klondike district and sent out to protest against the mining regulations issued in August last, and generally to represent the case of the miners in such other matters as might be necessary as they should arise. A letter from Thos. Fawcett, gold commissioner, accrediting the delegates and addressed to the minister of the interior, appears in the book. Under the old Yukon mining regulations each creek claim was 500 feet in length and the charges levied were \$15 per claim per year, afterwards increased to \$100 per claim per year. The regulations of August last (1) Reduced the claims to 100 feet, (2) Levied a royalty of 10 and 20 per cent., and (3) Reserved each alternate claim. It was to protest against these three points that the delegation was sent. While they were on the way out and before they had an opportunity of laying their case before the government the regulations were changed (1) Increasing the length of claims to 250 feet, (2) Allowing \$2,500 of the gross output of each claim free of royalty and levying 10 per cent. royalty on the remainder, and (3) Reserving the claims in alternate blocks of ten.

The delegates object to the length

of creek claims being reduced below 500 feet. They assert that experience has shown this length to be necessary in order to have room for the line of sluice boxes required to wash the gold from the gravel. A greater length being necessary in the Yukon than in some other countries owing to the slight fall of the water in the streams. They also point out that the conditions under which mining is carried on is much more difficult than in most other countries, and therefore the difficulty of working small holdings is greater. The large amount of dead work that is in building cabins, sinking prospect holes, building sluices, etc., is so great that the chance of profits on a small claim would not justify it.

On the subject of royalty the delegates point out that the reduction from 20 per cent. royalty on claims yielding over a certain output to a level ten per cent. on the gross yield over \$2,500 a year is entirely in favor of the richer and therefore the more profitable claim, and leaves the moderately rich or actually poor claim in the same position as it was before, except for the allowance of \$2,500 a year, which will not pay for the dead work on any claim. The delegates assert that these "regulations" will have the effect of rendering valueless miles and miles of placer claims already located in the Yukon district, and of depriving of value thousands of acres of auriferous gravel not yet claimed. A. A. Tredegar is quoted as stating that the collection of this royalty will have the effect of driving the miners from the Yukon, and probably into Alaska. A. McDonald, a wealthy claim owner, is quoted as saying that a royalty of ten or twenty per cent. will render unworkable most of the mines in the Yukon district.

One objection to the royalty is that it is levied on the gross output of the claims. As claims vary greatly in cost of working in proportion to the amount of gold taken out, in many cases the ten per cent. royalty will absorb the net profits of the owner and in many cases instead of being taken from his profits it will be added to his losses.

It is also urged against it that being in the nature of a tax for the purpose of producing a revenue for the government, other classes as well as the miners should bear their share of the burden. Under the royalty system the working miners pay the whole of the taxes while the commercial man, the artisan or the loafer escape. The British Columbia system of personal taxes is no doubt a fairer system, more easily collectable and will yield a larger revenue in the end than the royalty system. For under the circumstances prevailing in the Yukon, the collection of the royalty in full is absolutely impossible, and the friction resulting from the attempt at collection—and therefore the cost—will necessarily be very great.

Regarding reserved claims the delegates ask: For what purpose have these reserves been made? If the government wants the gold mined why not let it be mined? and if it does not want it mined why not reserve it? The lack of surveys makes it practically impossible for the miner to locate his claim in the full assurance that he is not trespassing on one of these reserves, which would cause the forfeiture of his claim. And if the surveys were made it would mean that miners would have to be content with such part of the pay streak as fell within the surveyed claim. This would still further increase the chances already existing against the miner in this the most risky of all occupations, and to that extent—a very great extent—would still further discourage mining.

The delegates dwell at some length on the injustice done the working miners of the district by the sale in Ottawa of the timber adjacent to their claims. Upon getting this timber for fuel to thaw out the ground the development of their claims depends, and upon the price at which they can get the timber depends to a large extent the profit on their claims. This timber has been sold in Ottawa without their having a chance to save themselves by acquiring it. The purchasers depending for their profits on the deal on what they can squeeze out of the miners who must have the timber.

They ask that all timber leases, dredging leases and leases of hydraulic claims be dealt with in the district and not at Ottawa. Otherwise the actual miner is at the mercy of the outside speculator.

From the foregoing it will be seen that although the Yukon miners have sent out two delegations to secure amendment of the regulation, and although these delegations are apparently hostile to each other personally, they agree in all essential particulars as to the necessity of revision to the regulations of two years ago, if the development of the Yukon is not to be seriously impeded if not altogether checked.

TOWN LOTS

In the vicinity of Stations on the Calgary & Edmonton Railway

..FOR SALE..

Apply to C. S. LOTT, Calgary.
H. WILSON, South Edmonton, or
OSLER, HAMMOND & NANTON, Winnipeg.

MUTUAL PRINCIPLE ASSESSMENT SYSTEM.

Mutual Reserve Again Endorsed!

Extract from letter of

W. J. WASHBURN,

Receiver of Bankers Alliance, of California, and President of East Side Bank.

LOS ANGELES, CAL., March 9, 1898.

To the Policy Holders, Bankers Alliance:

In the performance of my sworn duty as Receiver, and actuated by an honest desire to see your best interests fully protected, we have, after due consideration of all propositions received, decided to sincerely recommend to the policy holders of the Bankers Alliance that they, with as little delay as possible, secure their insurance in the MUTUAL RESERVE FUND LIFE ASSOCIATION OF NEW YORK.

For 17 years this company has had a career of uninterrupted success, standing to day the fifth largest company in the world on any plan, and the first and foremost of all NATURAL PREMIUM COMPANIES. During the history of the MUTUAL RESERVE it has paid \$33,000,000 in death losses and NEVER FAILED TO PROMPTLY PAY AN HONEST CLAIM.

Its cash income during 1897 was over \$6,000,000. It now has cash and invested assets of \$5,400,000, and a membership of 112,000, representing over \$300,000,000 of insurances in force.

It has been examined by the superintendents of 20 States in the last few years and in no instance has an unfavorable report been made with reference to its management or financial condition.

JAMES MARTIN, Manager for N. W. T.

EDMONTON, ALBERTA.

THE BIRKBECK WILL ASSIST YOU TO PURCHASE OR BUILD A HOME

And do it on easy terms. If you are paying rent, and if you desire to own your own home, it will repay you to study the conditions upon which your loans are made.

BE YOUR OWN LANDLORD! STOP PAYING RENT!

THE BIRKBECK INVESTMENT, SECURITY AND SAVINGS COMPANY. Full Information on Application to C. de W. MACDONALD, Solicitor. G. W. R. ALMON, Agent, Edmonton.

New York Life Insurance Company

WHY EVERY MAN SHOULD INSURE IN THE NEW YORK LIFE

BECAUSE:—It is the strongest company in the world.

—It has over two hundred millions in assets.

—It earned for its policy holders last year from interest and rents, \$8,801,501.30.

—These interest receipts, \$8,801,501.30, exceeded by \$400,000 the entire expenses of conducting the Company's business, including commissions for new business and charges of every kind whatsoever.

—Its policies as now issued contain no restrictions as to residence, travel or occupation, habits of life or manner of death.

—Its policies cannot be forfeited after three years, and, if allowed to lapse, the insured will receive either a paid up policy or extended insurance, as he may elect.

—You can borrow from the Company at 5 per cent. per annum after your policy has been three years in force.

—You do not have to die to win. If you live 10, 15 or 20 years you can settle your policy in any way that best suits yourself at the time for cash, paid up insurance, annuity or other options.

—You want the very best, the most privileges and the fewest restrictions, whether small or great, and the New York Life's accumulation policy furnishes them all.

—It furnishes to its agents and the insured public a detailed statement where every dollar of its money is spent and the rate of interest it is earning, and this statement is endorsed by 82 Governments.

For further particulars apply to

G. M. DYER, General Agent,

Over Imperial Bank.

NOTICE!

Is hereby given that application will be made to the Parliament of Canada at its present session for an Act to incorporate "The British American Light & Power Company," to construct and operate tramways by electricity or other motive power, and also to erect and operate systems for lighting and heating by electricity or gas, and telegraph and telephone systems in Dawson City, Fort Selkirk and at other points in the Yukon district; also in the Northwest Territories and Northern British Columbia, with power also to acquire, construct and operate steam and other vessels for the purpose of carrying on a general freight and passenger transportation business in connection with the said tramways.

Montreal, 10th February, 1898.

HALL, CROSS, BROWN, SHARP & COOK, Attorneys for Applicants.

GEMMILL & MAY, Ottawa Agents.

32-50

Fort Saskatchewan

MILLING COMPANY.

BRANDS:

"Alberta Patent"

"Alberta Strong Bakers"

"Our Daily Bread"

"X X"

Wholesale Orders a Specialty.

Traders would do well to enquire for prices before purchasing elsewhere. Once used always used. More bread to the sack than any other Flour manufactured in Alberta.

FORT SASKATCHEWAN AND STURGEON MILLS.

Post Office—Fort Saskatchewan.

Merchants and Traders supplied from the Wholesale Depot at Edmonton. All brands in stock.

W. S. ROBERTSON, Agent

NOTICE.

We understand that flour has been offered for sale in unbranded sacks, and represented as the product of our mill, and we wish to warn the public that we will be responsible for neither the quantity or quality of any flour claimed to be our product unless in sacks branded with our trade mark.

FORT SASKATCHEWAN MILLING CO

AT STURGEON MILL

LUMBER FOR SALE

All kinds of lumber for sale. Best lumber a specialty. Call or write for prices.

Hudson's Bay Company

(INCORPORATED 1670)

Are prepared to supply all necessary

Outfits

—AND—

Supplies

for Prospectors en route to

The Canadian Gold Fields.

The Largest Stock in Town

on hand and new goods constantly arriving, embracing everything necessary for a Miner's outfit.

Price Lists supplied on application.

WE GUARANTEE

Reliable Goods,

Reasonable Prices,

Courteous

Attention,

Prompt Delivery.

Special attention given to packing for northern transportation, of which we have a large experience.

Our large and ever increasing local trade has also constant attention.

Our stock is complete in all lines.

Seasonable Dress Goods,

Fashionable Furs,

Comfortable Footwear,

Fresh Groceries.

Full value for your money assured at

HUDSON'S BAY Stores.

NOTICE.

Is hereby given that application will be made to the Parliament of Canada at its present session for the passing of an Act to incorporate a Company with power to build, construct, operate and maintain a railway from a point at or near the head waters of the Peace River where it crosses the boundary line of British Columbia to a point at or near Edmonton, in the Northwest Territories of the Dominion of Canada.

Dated at Montreal this 23rd day of February, 1898.

R. D. MCGIBBON, Solicitor for Applicants.

GEMMILL & MAY, Ottawa Agents. 31-40

NOTICE.

Is hereby given that Edmonton District Railway Company will apply to the Parliament of Canada at next session for the passing of an Act authorizing the said Company to extend its line of railway from the Athabasca river to the Peace river, and thence to the head waters of the Peely river and down the Peely river to its junction with the Yukon.

Dated this 23rd day of January, A. D., 1898.

THE EDMONTON DISTRICT RAILWAY COY., Applicants.

NORTH OF SCOTLAND CANADIAN

MORTGAGE CO.

Money to Lend

On Improved Farm Property in Alberta.

OSLER, HAMMOND & NANTON, Winnipeg, Managers.

C. S. LOTT, CALGARY, District Appraiser for Alberta.

For application forms and information, call on

G. T. BRAGG, EDMONTON.

13-39

Horses at

Edmonton.

Team and Pack Horses for Klondike

travel.

Heavy Draught and General Purpose

Teams for Farmers and Freighters' use.

Horses thoroughly broken and up to representation.

Prices according to quality.

All kinds of Harness, Sleighs, Carts or Wagons can also be supplied.

Satisfaction guaranteed.

W. BELL-IRVING,

Old Carriage Co's Stables, Edmonton.

Or BOURCHIER & GOULD, Calgary & Edmonton.

See us before purchasing elsewhere.

APPLIANCE

For Winter and Summer

Mining in Klondike

This might seem at first glance to be impossible, but I have accomplished it. I am a mechanic, and since the Yukon excitement started I have been perfecting an appliance for Placer Mining, which can be used during the eight winter months as well as during the four months of summer. With this Machine four men can do as much as double the number could in any other way. I am prepared to prove that the invention is practicable, to any parties who may call at the residence of John Norris, sr., on the St. Albert trail, any day between 2 and 4 o'clock.

A. NOSRDA, Edmonton.

JOHN F. FORBES

ACCOUNTANT,

Customs and Real Estate

Broker.

Advocates space in Jasper Hotel for rent.

Office over Post Office, Edmonton.

City

Carriage

Works

If you want to buy a first-

class Wagon or Top

Buggy, go to the City Car-

riage Works.

If you want to buy a farmer's

Express Wagon or Light

Driving Wagon of any

kind, go to the City Car-

riage Works.

If you want to buy Klondike

Carts, or if you want a

first-class job of Carriage

Repairing go to the City

Carriage Works

Always kept on hand, well

Seasoned Lumber to en-

able us to do first-class

work.

Second hand Wagon, Buggies and Light

Driving Bys for sale.

CITY CARRIAGE WORKS.

(Established 1881.)

Corner Jasper and Namoo Ave.

Henry Astley's

Grocery, Flour & Feed Store

Our New Vegetable and Flower

SEEDS

Have just arrived. Buy now whilst we

have plenty of variety.

Turnip Seed, Onion Seed and Timothy

Seed in bulk.

Buy our 35c. Tea—the best on the market

for the money.

HENRY ASTLEY

Tea, Coffee and Provision Dealer.

Telephone 51. Free Delivery.

ARTHUR COASKE,
(LATE OF CHICAGO)

Tailor and Furrier

Suits to order at reasonable prices.

Furs remodeled and repaired.

YUKON TRADE A SPECIALTY.

Next door east of Telegraph Office.

Daily Bus Line.

Four times a day from Edmonton to South Edmonton and return.

Buses will leave the Alberta Hotel on the days and hours named below:

Mondays, Wednesdays and Fridays at 8 o'clock and return at 10; leave again at 10.30 and return at 12.30. In the afternoon leave at 2 and return at 4; leave again at 6 and return after train arrives.

Tuesdays, Thursdays and Saturdays: Bus leaves same place at 7 a. m. and returns at 9; leaves again at 10.30 and returns at 12.30. In the afternoon leaves at 2 and returns at 4; leaves again at 4.30 and returns at 6.30.

Passengers and parcels carried.

D. R. FRASER'S

**LUMBER
& FLOUR**

. Mills .

**FLOUR AT A GREAT
REDUCTION.**

A large and assorted stock of Dry Lumber on hand which has been lately augmented by the purchase of Fraser & McKernan's stock.

British Columbia Fir and Cedar Lumber, Shingles, Lath, Mouldings and Casings, Doors and Windows.

For Klondikers.

Boats at Athabasca Landing on hand or to order.

Any style from one to ten tons, with or without sail.

Prices on application. Send orders early.

WOODS & McNEILL,
Edmonton, Alta.

Edmonton Agents: Gairdner & Harrison.
35-61

SLEIGHS! JUMPERS!

Flat Sleighs

150 Toboggans or Flat Sleighs on hand, also Jumpers and Sleighs, Horse and Dog Carriols, Etc.

J. WALTER,
Upper Ferry Crossing.
EDMONTON, ALBERTA.

DECKER PARTY.

Thirty miles north of the Athabasca March 28th, '98. We are all well, and cattle doing nicely. Roads are bare in many places since we passed Lake la Nonne, and freights say we will have forty miles yet of bare spots. The flat toboggans are a nuisance on this road, since the snow is now worn down so as to expose the little stumps. We hired three freighters by the name of McDonnell to help us over the worst of the road with good teams and bob sleds, one of them will carry this letter out to Edmonton.

FROM DUNVEGAN.

A letter was received yesterday by R. G. Hardisty from a friend in Dunvegan in which he says that the Klondike is creating a stir around there and parties are preparing their grubstakes and horses. Messrs. Walter, Ingels, Stevens, Howley and Riddle, of the Fresno party, and W. S. Johnstone, of Montreal, started away on the 12th of February from St. John with Jack Graham, who contracted to take them through to Sylvester's House. He had eleven head of horses in fairly good condition, but the letter states, it is doubtful if they will get through the pass as it snowed heavily since they started. The others are all waiting for what may turn up. Burbank was here yesterday. He was going it to get home to St. John where he was expected about the 1st. No further word from Insp. Moodie's patrol since the 22nd of December when the guides came back. The Fresno party who remained at the ranch at Spirit river are just starting up the river for St. John. They have all the horses they had last fall so they gained by wintering here.

WHAT THE MAIL SAYS.

In commenting on the defeat of the Yukon Bill by the Senate, the Mail says: If the senate had passed the Yukon deal it would have proclaimed to the world that it is useless. It has done its duty. Had it failed to protect us from this thing which we did not order, the electorate might well have asked why it should be permitted longer to exist.

THE WAR CLOUD.

A despatch from Washington to the Winnipeg Tribune, of the 2nd says: President McKinley this morning cabled a message to Spain which may be the end of official correspondence for some time. He has instructed General Woodford to notify the Spanish government that he has no further proposition to make, and that he will soon transmit the entire question to the congress of the United States. This is exactly sixty hours' notice to Spain and to the world that unless Havana is evacuated and Cuban independence declared, war will follow. The despatch adds: A week from to-day will probably see the big fleets of the United States and Spain lined up for a great naval contest in the South Atlantic.

The foreign representatives of all the principal nations of Europe are much alarmed over the situation, and various legations are in communication to-day with their home governments.

Millinery Opening

Just received New Spring Stock of Millinery and Fancy Goods in the very latest and neatest styles.

O. H. BUSH.

..JUST RECEIVED..

a full line of

**Scotch and Irish
Tweeds**

**AND FINE WORSTEDS
FOR PANTINGS.**

Duffel Suits for the Klondike a specialty.

All work guaranteed.

Repairing done on short notice.

P. Wagner & Co.

New Millinery!

FOR THE SPRING SEASON

I am just opening out a full line of new Millinery Goods in the latest styles. The following are a few specialties just opened: Ladies' Bonnets, Hats and Toques; Ladies' Corset Waists; Children's Hats; Children's Waists, etc., etc.

A complete and stylish stock which will well repay inspection.

MISS CHARBONNEAU.

DRESS-MAKING

First-class Dress and Mantle making in all the latest styles at reasonable prices. Over Morris & Co's store. 43-50

Furs Furs Furs

Jos. Ullman & Co., of St. Paul, have recommenced fur buying for the coming season at their old stand.

THOS. HOUBSTON,
2tf Representative.

Farm for Sale.

For sale cheap and on easy terms, the best located 240-acre farm in Stony Plain Settlement. 160 acres under cultivation and fenced. Apply to 427 R. MATZ, Edmonton.

Before going to the..

Yukon

You can save Gold by buying your supplies at

Garipey & Chenier

**GENERAL...
MERCHANTS**

Dealers in Staple Dry Goods,
Boots & Shoes, Groceries,
Flour, Grain, Provisions
Wall Paper, Crockery, Etc.

FOR SALE!

That desirable dwelling house situated on College Avenue, Edmonton, immediately east of the public school, known as the Ibbotson house. Fine long lot.

As the railroad is sure to pass through Edmonton next summer, property will double in value before spring. Buy now before prices advance.

For particulars apply to

R. RITCHIE,

South Edmonton.

To the Klondike

—The Steamboat—

"SPARROW"

Will leave Athabasca Landing on May 1st for Peel River.

..ROOM FOR A FEW MORE PASSENGERS..

FARE \$250.

Address—

MACKENZIE RIVER STEAM NAVIGATION COMPANY,
P.O. Box 203, Edmonton, Alberta.

Edmonton Planing Mills.

Cedar Sash and Doors, Mouldings, Casings, etc. Windows and Door Frames made to order. Also all kinds of Turned Work.

Kanamas Lino for sale. A carload to arrive next week.

R. A. McLEOD, Proprietor.

Mill and office, corner Namayo Avenue
P.O. Box 175

Views of Edmonton

A great variety, particularly pertaining to

Klondyke.

Klondyke outfit photographed 8 by

10 inches and sent to any address for

65c. each per lot of one dozen each.

Edmonton Souvenir, 16 page, for 65c;

also one of Queen's Jubilee in Edmonton for 50c.

C. W. MATHERS.

Atlantic Steamship Lines.

From St. John.	March 9
Lake Huron—Beaver Line,	" 14
Lake Superior—Beaver Line,	March 10
Pomeranian—Allan State Line,	" 17
Turanian—Allan State Line,	" 18
Teutonic—White Star Line,	" 19
Britannic—White Star Line,	" 20
St. Paul—American Line,	" 21
St. Louis—American Line,	" 22
Umbric—Canadian Line,	" 23
Lucania—Canadian Line,	" 24
Friesland—Red Star Line,	" 25
Kensington—Red Star Line,	" 26
From Portland.	March 12
Labrador—Dominion Line,	" 13
Vancouver—Dominion Line,	" 14
Carthaginian—Allan Line,	" 15
California—Allan Line,	" 16
Cabin, \$47.50, \$50.00, \$70.00 and upwards.	
Intermediate, \$34 and upwards.	
Storage, \$22.50 and upwards.	
Passengers ticketed through to all points in Great Britain and Ireland, and at specially low rates to all parts of the European continent. Prepaid passage arranged from all points.	
Apply to the nearest steamship or railway ticket agent, or to	
WILLIAM STITT, General Agent, Winnipeg, C. P. R. Office.	

Harness

In all its various styles made to order on the shortest notice at

LOOBY'S

City Harness Shop

Special attention given to Klondike Sled Harness and Packing appliances.

Fur die Farmers
DER UMGEEND.

Vn jetzt an steht eine grasse Auswahl guter preiswürdiger Arbeitspferde, leichter und schwerer Schläger in corall neben dem Skating Rink zum Verkauf.
37-41 W. BELL IRVING.

This is a New Ad.

And we have a lot of New Goods, such as

FRUITS—	BISCUITS—
Bananas,	Christie Brown's Soda
Oranges,	Biscuits,
Lemons,	Perrin's Soda Biscuits—
Apples,	Cow brand,
Grapes,	Patterson Soda Biscuits
Cocoanuts,	Hard Tack,
Marmalade,	Pilot Biscuits,
Onions,	Klondike Biscuits in
Potatoes,	tin-lined boxes,
	and all kinds of Fancy Biscuits

—AT THE—

Old Scotch Bakery



Better than Dawson City!

MORE MEAT

AT VANCE'S

than the Klondyke.

Struck it rich in Beef, Pork, Mutton, Chickens, Geese, and Turkeys

And all mixed up together in Sausages.

Terms as usual—to customers, cash in thirty days.

GRAND FAIRY PLAY

At the

ROBERTSON HALL,

Entitled

"CINDERELLA"

By South Edmonton Juveniles, in aid of Holy Trinity Church, South Edmonton.

Matinee Easter Monday, April 11th, at 2.30 p. m.; Thursday evening, April 14th, at 7.30 p. m.

ADMISSION 50CTS. CHILDREN 25CTS.

REDUCED POSTAL RATE.

An Ottawa despatch of the 2nd says: Yesterday the Hon. Mr. Mulock, P. M. G., introduced a bill to amend the Postoffice act. Its important feature is the reduction of the rate of postage to two cents per ounce on domestic letters. The bill also proposes to impose postage on newspapers mailed from the office of publication to subscribers at the rate of a quarter of a cent per pound, beginning January 1st, 1899, with another quarter of a cent from July 1st, 1899. This will not apply to newspapers distributed within a radius of ten miles from the office of publication. The city rate of half-cent is not altered, but letter carriers will not in future deliver newspapers.

LAMPSON'S FUR SALES.

The following is the cable report of Lampson's fur sales, London, which closed a week after the Hudson Bay Co's sales. The prices are compared with those in March, 1897:

Fox, silver, 25 per cent. higher.
Fox, blue, 15 per cent. higher.
Fox, cross, 20 per cent. higher.
Fox, red, 20 per cent. higher.
Fox, grey, 10 per cent. lower.
Fox, white, 25 per cent. higher.
Fisher, 12½ per cent. lower.
Wolverine, 10 per cent. lower.
Mink, western, 20 per cent. higher.
Mink, northern, 30 per cent. higher.
Marten, 17½ per cent. higher.
Otter, 10 per cent. higher.
Bear, black, 20 per cent. higher.
Bear, brown, 15 per cent. lower.
Bear, grizzly, same as March.
Bear, white, same as March.
Lynx, 10 per cent. higher.
Wild cat, 40 per cent. higher.

The following furs are compared with last January sales:

Rat, spring, same as January.
Rat, winter, same as January.
Rat, fall, 10 per cent. lower.
Rat, black, 10 per cent. higher.

BEAVER LAKE EAST.

There has been a good deal of sickness at the lake during the winter, principally whooping-cough and measles. Rev. Mr. Atkinson, Church of England missionary here, held his first service at Mr. Moody's on the 3rd inst. Mr. Guy, Presbyterian missionary, is expected out shortly. The weather is a little milder, which fact encourages the farmers to hope that seeding will begin before very long. Messrs. John D. McAllister and August Verch have purchased seed drills. They will no doubt reap the reward of their enterprise. April 4, '98.

ANGUS RIDGE.

Charlie Wigg and Miss Wigg were the guests of Mr. and Mrs. B. Shantz on Wednesday. Mr. McLaughlin's party on Friday evening passed off successfully. Squire Shantz and Mr. Abbott are in Edmonton this week. Several from here, weather permitting, intend to be present at the juvenile social to be given by the people of Wetaskiwin this evening. We trust that the trustees will see their way clear to fence the school house shortly. If the district assisted it would not take long to do the work.

EDMONTON DYE WORKS

—F. Mayerhofer,—

PROPRIETOR.

Neat Electric Light Works.

All orders promptly attended to and first-class work guaranteed

Stock-Taking Sale

Great Slaughter of Winter Goods.

Must make room for New Stock. For the next thirty days we will offer our Winter Goods at greatly reduced prices. Call and inspect our Stock of Hardware.

...TERMS CASH....

SHERA & CO.,

FORT SASKATCHEWAN.

Carriage AND Repair SHOP.

QUEEN STREET, EDMONTON.

(In rear Jas. McDonald's shop)

SEE MY.

Klondyke Toboggans and Flat Sleighs

at reasonable prices. Repairs of all kinds on the shortest notice.

Low prices is my motto. Come and see me.

JOS. BOUGIE.

Weekly Stage to Athabasca Landing.

The cheapest, quickest and most comfortable way to reach the Athabasca Landing is by the Edmonton & Athabasca Stage Co., which leaves the Office every Tuesday morning at 7.30 and arrives at the Athabasca on Thursday.

Passengers and Freight booked at Carpenter & Vandin's, opposite Merchants Bank, Edmonton, or at the Head Office, South Edmonton.

Prudent People Protect their Property by insuring in the

CANADIAN FIRE INSURANCE COY.

W. J. RICHARDSON

LOCAL AGENT, EDMONTON.

REAL ESTATE EXCHANGE AND FINANCIAL AGENCY.

P. Heiminck & Co.

Are the pioneers in the business—represent the interest of the Hudson's Bay Co's landed property of town and district. We say that P. Heiminck & Co. represent the largest Estates of the town site as McDougall Estate, Bird Estate, McVicar Estate, Ross Estate, and others equally large, besides any number of choice single Town Lots, all centrally situated. We are doing an extended business in Farm and Mining Property, Coal and Timber Lands. The experience of 20 years of Northwest life enables P. Heiminck, the senior member of the firm, to give to any applicant for any kind of Real Property or chances for Business and Manufacture the best available information WITHOUT CHARGE. We do business exclusively only at first hands and no buyer is troubled with middlemen. Our prices are the lowest and terms to suit any purchaser.

Our range of Real Estate in this City and surrounding Country enable us to offer choice Business Lots in the heart of the City—beautiful Residence Property from \$10 per Lot upwards.

Excellent improved and unimproved Farm Lands, Coal and Placer claims, Timber and Hay Lands. Private Funds to lend at reasonable rates of interest.

We invite the buying as well as the selling public, local as well as the outside investor, to us at our office in the Heiminck Block, opposite the Post Office, and feel confident that clients will be convinced of our authority in the Real Estate business by reason of our experience and enormous amount of Choice Property.

Special attention given to Correspondence.

P. HEIMINCK & CO.,
Edmonton, Alberta.

Clothing

And Flour and Feed are two things that don't go very well together—too much dust. We went into the Clothing business without duly considering the matter, and as we think we have made a mistake we are willing, to enable us to run them off at once, to give you the benefit of this, therefore offer you

An \$11 Suit for \$9.00.

An \$9 Suit for \$7.25.

An \$8 Suit for \$6.50.

A fine heavy Pea Jacket for \$5.

A good warm Mackinaw for \$3.60.

And a similar reduction in Underclothing, Sox, etc.

This is an opportunity you may not get again in Edmonton for some time to come. Come in and inspect the goods.

BECKETT & Co.,

Edmonton, first door east of Postoffice.

SOUTH EDMONTON

BREWING COMPANY

Lager, Porter & Ales

THEY ARE UNEXCELLED.

The Family Trade Solicited and Supplied Direct from the Brewery.

P. O. Box 192 Telephone in connection.

AGENTS—Frank Marriaggi is agent at Fort Saskatchewan, and J. D. Renault is agent at St. Albert. James Goodridge is agent at Edmonton.

Lager and Porter may be purchased from the above agents at same price as is charged at Brewery. Kegs must be returned when empty to the agent from whom they were purchased. Any persons persons selling kegs or defacing name on same will be prosecuted

GEO. T. BRAGG,

Agent C.P.R. Lands

Reliance Loan & Savings Co.
Fire, Accident, Plate Glass and Guarantee Insurance.
Remington Type Writers and supplies.
Office next to Blower's Furniture Store.

Pigs Wanted!

The Edmonton Pork Packing Co. are now buying live pigs delivered at their curing house (Donald Ross' old hotel.) The highest market price paid.

W. S. EDMISTON,

51st Manager.

H. W. MCKENNEY

Yukon - -
Outfitter

...AND...

WHOLESALE & RETAIL

General Merchant

ST. ALBERT